NEWS BY THE ATLANTIC CABLE TO DEC. 3.

GREAT BRITAIN.

UREAT REFORM DEMONSTRATION IN LONDON-PROCES-SION OF THE TRADES' UNIONS-IMMENSE CROWDS AND MUCH ENTHUSIASM.

LONDON, Monday, Dec. 3, 1866. The great Reform demonstration took place here to-day. It was participated in by all the Trades Societies. It was the most important affair of the kind that was ever seen in this city. Full 50,000 people marched in the procession to the place of meeting, and there would have been thousands more had the weather been fair

There were forty-seven societies in the line of march, together with various branch societies of the Reform League, all divided into four grand divisions, with bands of music, banners, mottoes, &c. *

At noon the multitude stretched from St. James Park along Pall Mall, Picadilly, and other principal streets, to the grounds of Beaufort House, in the subarbs of the the city, where an immense meeting is now in progress. Seven platforms have been erected, from which more than fifty speakers have addressed the masses.

The stores all along the line of march were closed; but the streets were alive with people, and the win-

dows filled with spectators. Great enthusiasm was manifested, but the immense

crowds were orderly, and no disturbance occurred. The Stars and Stripes were born in the procession, and among the airs played by the various bands was the "Wearing of the Green."

JOHN BRIGHT PRESENT.

London, Monday, Dec. 3, 1865-Evening. John Bright was present at the great Reform demonstration which took place in London to-day. There were 25,000 people in the procession, in spite of a heavy rain, only a portion of whom could enter the grounds where the meeeting was held.

Resolutions were passed amid great enthusiasm. At the conclusion the people dispersed peaceably. Mr. Bright will address an immense audience to-

MORE TROOPS FOR IRELAND-THE PENIAN EXCITEMENT ON THE INCREASE-RUMORS OF JAMES STEPHENS'S WHEREABOUTS.

Loxpon, Monday, Dec. 3, 1866. Two regiments of troops have been ordered to leave here to-day for Ireland.

The Fenian excitement is on the increase.

Various rumors and reports continue to be circulated in regard to the whereabouts of James Stephens. Chief Organizer of the Irish Republic. COL. MEANY TAKEN TO DUBLIN.

Lospox, Dec. 3-Evening 'The Fenian Senator Meany, who was arrested this

morning, was taken to Dublin. No evidences of treason were found upon him. PRUSSIA.

DISMARK AT BERLIN-DEPUTATION FROM SCHLESWIG. BERLIN, Monday, Dec. 3, 1866. Count Bismark has returned to Berlin.

A deputation from Schleswig was about to wait on

MARINE INTELLIGENCE.

ARRIVAL OUT.

LIVERFOOL Dec. 3.-The steamship Adelaide from Baltitimere, has arrived but. FINANCIAL AND COMMERCIAL.

LONDON, Dec. 3-Noon,-Railrond shares are nominal. Illi-nois Centrals are quoted at 77, and Eric at 46, United States

5-20m of 1860, 70½; 5-20m of 1865, 60¾. LIVERPOOL, Dec. 3-Noon.-The Cotton market is quiet at Saturday's prices. The cales to-day will probably reach 13,000 bales. Middling Uplands are quoted at 14d.

Market for Frovisions is flat-LONDON, Dec. 3.—Consols for money have declined to 864. The following are the opening prices for American securities: Erics, 452; Illinois Central, 77; U. S. 5-20s, 704. LIVERPOOL, Dec. 3.-Evening.-The Cotton market closed

2,000 bales went to speculators and exporters. LONDON, Dec. 3.—Evening.—Market closes dall for United States bends. Five-twenties of 1862, 70 7-16; do. 1865, 692. Erie Railway and Illinois Central shares close at à decline.

BY STEAMSHIP.

Nov. 21, and Queenstown, Nov. 22, arrived at this port early resterday morning. The greater part of her news has been anticipried by Cable despatches.

GREAT BRITAIN.

THE PENIAN MOVEMENT IN IRELAND.

THE FENIAN MOVEMENT IN IRELAND.

The United Service Gazette says: "If certain remove which have reached us from a most creditable source be well founded, it would appear that Head Center Stephens s designations in America touching an early visit to Ireland are sementing more than hile rodomontades.

It is said that the Queen's Government are perfectly cognizant of the fact that Femians in large numbers are arriving in Ireland every week, and have made arrangements which will insure for those intending visitors the proper amount of hospitality and attention. In view of such a state of things it is not at all akely that the amount of military force stationed in Ireland will be diminished during the ensuing year.

THE REFORM DEMONSTRATION AT EDINBURGH.

There was a great Reform demonstration at Edinburgh on Saturday. Nearly 16,000 workingmen walked in procession to the Queen's Park where they held a meeting. It is estimated that from 6,000 to 69,000 persons were present. The usual resolutions were carried.

ME BRIGHT AT THE MANCHESTER REFORM BANQUET.

that from 60,000 to 80,000 persons were present. The usual resolutions were carried.

MR. ERUSH AT THE MANCHESTER REFORM BANQUET.

On Tuesday evening, Nov. 20, a grand banquet was given in the Free Trade Hall Manchester, under the sospices of the National Reform Union, to Mr. Bright, M. P., and a number of Liberal members of Parliament. Mr. S. Wilson, presided and apvard of 800 guests were present. Mr. Bright was the principal speaker on the occasion. In the course of a lengthy and able speech, he thus referred to the political status of the middle classes, and to their sympathy with the course of Reform:

If they wanted to know how far the main objects of these meetings received the sympathy of a more powerful class than the working people, they might have come to this meeting to learn [cheers] and mucht have attended to the arrangements and the meetings in Birmingham. It would be impossible, in any town in this kingdom to assemble on a platform a larger amount of what they call respectability and station than were assembled there and here. [Hear, hear.] If they had come to this hall on the evening of this great meeting in Manchester, or if they had gone to the great meeting in Manchester, or if they had gone to the great meeting in Manchester, or if they had gone to the great meeting in the close, or to the meeting in the City Hall at Glasgow, they would have found that all these meetings were most influentially attended. In the town of Lesds I was told that mearly e, 100 persons paid is seach to be allowed to attend the meeting in the town-hall, and I think that is some sign of the class of persons who attend—[hear, hear]—but if there was any question on this matter, I would ask those gentlemen to come to this platform to-night. [Cheers.] Here is the largest and finest hall in Europe—I believe the largest and finest hall in the world—and yet this hall is crowded with persons to whom our opponents. I think unless they are very fastidious, will admit the terms respectable and infinential—cheers;—I doubt if the they warn the middle classes against admitting the outsiders into partnership with them, for fear less they should dethrone the middle classes and set up an university. they warn the middle classes against admitting the outsiders litto partnership with them, for fear lest they should deknow the middle classes, and set up an unintelligent, unreasoning, and selfish power of their own. This is the sort of argument that is need to the middle classes to induce them to take no part in any measure that shall sdmit the working classes to a participation in political power. (Cheers, I a should be ashamed to stand on any platform and employ such an argument as this. (Cheers, I is there to be found advocated in the writings or the speeches of any public man connected with the Liberal or the Reform party so disagrous and so outrogeous a policy as that which these men pursue, for when separating the great body of the people into the middle and the working classes they are setting class against class, and they sak you to join with the past and present monopolists of power in the miscrable and perilous determination to exclude forever the great body of our countrymen from the common digits of the generous English Constitution. (Cheers.) There is no greater failusey than that the middle classes are in passession of political power. The real state of the case, if it were put in simple imaguage, would be this—institute working men universally quedued roughly and mischingly, from political power, and that the middle classes are in passession of political powers, and that he middle classes are in passession of political power. The real state of the case, if it were put in simple imaguage, would be this—institute working men and the pass of this country, and see all that it has done, and see the political position in which it has been to some extent allowed to rest, I cannot help asying that it reminds me very such of the language which the ancient Hebrew patriarch addressed to one of his soot. He said, "Tesuchar is a through as figured to one of his soot. He said," Tesuchar is a transpar.

BASTIMORE, M.J., Dec. 3.—The Hon. A. J. Hamilton of Texus delivered an address on "Suffrage and Recenstracti

than 1,200,000 papers within the United Kingdom; and, off the other hand, and higher up in the scale, there is mismanage-ment the most grees, there is extravagance the most reckless, and there is waste the most appalling and disgraceful which has ever been seen in the Governments of any country (cheers); and the grand result of this is a system which systematically shuts out the millions, and which enjoles the middle classes by the hocus pocus of a Farliamentary Government, [Laughter and classes] ers.] al other gentlemen delivered speeches, and the banquet

A telegram from St. Petersburg says: The current rumor of se death of the Prince of Wales is entirely unfounded. the death of the Frince of White is cultrely annulanced.

The filodis.

The filodis.

The floods in the North of England are almost without precedent, alike for their severity and for the extent over which hey have spread. Great districts of Lancashire, the West Biding. Derbyshire and Nottinghamsbire are moder water, there has been a fearful loss of life. At Leeds it is estimated hat at least 20 persons were drowned. At Dunsbury 12 lives have been lost.

THE CHOLUBA RETURNS.

THE WEXPORD ELECTION. sws: Kavanagh, 2642; Hen-

cesy, lest. Kavanagh's majority, rol.
YELLOW PEVER.
The steamship Atrato from the West Indies, with yellow ever on board, still remains at Quarantine at Spithead. Mesers. Baring Brothers of Lenden and Mesers. Hope & Co. of Amsterdam, have invited applications for a Russian Anglo-Dutch 5 per cent loan for £5,000,000 in bends at \$6.

RUMORED RETURN OF MAXIMILIAN TO MEXICO. IT TALEGRAPH TO THE TRIPTER.

NEW-ORLEANS, Dec 3 .- There are rumors here that Maximilian has acceded to the wishes of the Conservative arty and returned to Mexico for the purpose of carrying a the empire. Special instructions have been isshed to the commander of our troops on the Rio Grande with reference to Mexican affairs, the purport of which is said to be that ne is to abstain from any interference whatever in the affairs of that country, unless ordered from headquarters to do so.

EXTENSIVE CONFLAGRATION.

TWO BUILDINGS BURNED AND SEVERAL OTHERS DAMAGED ON WALKER AND CANAL-STS .- LOSS ABOUT \$250,000 - LIST OF THE OCCUPANTS,

THEIR LOSSES AND INSURANCES.

At about 41 o'clock p. m. yesterday a fire broke out the third floor of No. 100 Walker-st., in the premises of W. T. Schenck, cotton hat manufacturer. It spread rapidly the upper floors, and before the Fire Department, which re to the upper floors, and before the Fire Department, which re-sponded promptly to the alarm, was on the ground the entire upper portion of the building was in a bright blaze. Rapidly the finnes communicated with the adjoining build-ings, and gradually worked their way through to Canal-st. Nos. 100 and 102 extending through to Canal-st. In a short fine after the outbreak of the fire a dozen powerful steamers were at work on the fire several streams being thrown from the street. Under the direction of Chief-Engineer Kingsland lengths of hose were taken to the roof of the adjoining buildings, heles out through the roofs of those on fire, and streams of water directed upon the fames. Ladders were also piaced in position, and

hose were taken to the roof of the adjoining buildings, holes out through the roofs of those on fire, and streams of water directed upon the fiames. Ladders were also piaced in position, end rapidly mounted by the firemen, who were thus enabled to work to greater advantage, the streams of water from their pipes being directed full upon the fiames.

In the meantime the Insurance Patrol were busily at work on the Canal-st, side, getting out the contents of the stores which were continually failing into the street, rendering the task one of no little danger. By their exertions a considerable portion of the contents of these stores were removed in safety to the opposite side of the street. At the expiration of two hours the flames were checked, but not until two buildings had been completely burned out and several others hadly damaged. All were five-story brick buildings.

The following buildings were turned out or otherwise damaged. No, 100 Walkerst, completely burned out and the side wall caved in. The fourth and fifth floors of No. 92 Walkerst, burned out, and the rest of the building flooded with water. In Canal st., No, 250 was completely burned out, and the flower floors of Nos 54c 54c and 25c baily danaged. The lower floors of these buildings were also drenched with water.

On low the same of No. 92 Walkerst, burned out, and the absence of many of the cocupants, it was impossible to precure a full list of the losses—indeed, in many cases the covers were finished to Scienate the amount of their losse.

The following is a list of the occupants, and their losses and insurances, as far as could be accertained: The following is a list of the occupants, and their losses and insurances, as far as could be ascertained:

insurances, as far as could be ascertained:

No. 98.—The first floor was occupied by Johnson & Co., paper collar makers. Their loss is by water alone. The second floor was occupied by Edward Schultz cord and tassed manufacturer. Stock damaged by fire and water. The third floor was colling to be found to be seen and to be seen as the floor was completed by Edward Belling manufacturer of maccaroni and vermicelli. That loss. The fifth floor was occupied by Edward Belling manufacturer of maccaroni and vermicelli. That loss. The fifth floor was occupied by Jacob Schmitz. Seaver of ladies hafteness. Total loss.

No. 160.—The basement w. cocupied by John Meckan, wood turner. Total loss.

No. 10c. The basement we occupied by John Mevhan, wood tarrier. Total loss.

The first or was occupied by Richard Davis manufacturer of lates, and gentlemen's indergarments. His loss on stock will be very heavy probably \$20,000. Partially insured. The second floor was occupied by Woodworth & Hanferd, manufacturers of looms. Total loss. The third floor was occupied by W. Y. T. Schenek, cotton-had manufacturer. Total loss The footh floor was occupied by W. Y. T. Schenek, cotton-had manufacturer. Total loss also occupied a portion of the adjoining premises, and by Stovened & Co., glasscotters, Total loss. The fifth floor was occupied by John J. Birmingham, frame maker. Total loss. A pertion of the second floor was also occupied by O. W. Phelps, partion of the second floor was also occupied by W. W. Phelps, parties of the second floor was also occupied by D. W. Phelps, parties of the second floor and basement were occupied by John J. Gay as an engine room. He furnished the motive power for that and the adjoining buildings. The second third and fourth floors were occupied by a number of persons whose names could not be ascertained. Their stocks were more or less dataspied by water. The fifth floor was occupied by John Marr, manufacturer of fair nets. Total loss.

No. 244.—The entire building is occupied by Win. Gardner, manufacturer of form furniture; loss by water about \$1,000, insured.

Nos. 246 and 248.—The, first floor of No. 246 is occupied by

very firm at this morning's prices; sales 12,000 bales, of which

The steamship City of Baltimore, from Liverpool, Nos. 246 and 248.—The first floor of No. 246 is occupied by Robert Gant, manufacturer and dealer in calcium lights. Less by water alone. The second floors of Nos. 246 and 248 are occu-

Nor. 264 and 248—The, first floor of No. 286 is occupied by Robert Gant, manufacturer and dealer in calcium lights. Less by water about. The second floors of No. 286 and 284 are occupied by Joseph Scheder, proprietor of the National Iolance Works. Loss by water about. Enserged floors of No. 286 and 248 is occupied by the Scheder proprietor of the National Iolance Works. Loss by water about 24 orders Schilder 1.000. Importers ing Companies of No. 286 and 248 is occupied by the New York Paper Collar Company. Himm. Histon. President. Loss by water for \$1.000. In following Companies, Metropolitan of Philadelphas. Schilder, 200. Republic of Philadelphas. End. Proprietors. Metropolitan of Philadelphas. Schilder, Albary Grant Ecolor. No. 286 was occupied by Ecolor. Albary Grant Ecolor. No. 286 was occupied by Ecolor. Albary Grant Folior. No. 286 was occupied by Ecolor to No. 286 was o

DESTRUCTION OF THE BROOKLYN FLINT GLASS WORKS.

Between 4 and 5 o'clock yesterday morning a fire

Between 4 and 5 o'clock yesterday morning a life broke out in the building occupied by the Flint Glass Works Company, in State at, near Hicks, Brooklyn, and despite the offerts of the firemen, the edifice was burned to the ground at a loss of some \$250,000 or \$500,000. The fire, it is expressed, was caused by the loakage of oil from the pipes which feed the fires.

The glassworks, machinery, &c., were valued at \$250,000 or of which about \$50,000 worth of stock was saved. The building was insured for \$45,000, in the following companies: International, Republic, Empire City, Phonix, New Amsterdam, Standard, Metropolitan, Yonkers, Excelsion, Lenox Continental, Columbia, Niggara, Beekman, Greenwich, Jersey City, and Western.

The engine and tools were insured for \$55,000, in the following

Western.

The engine and tools were insured for \$3,000 in the following companies: New Amsterdam Standard Metropolitan Yonkers. Excelsior, Lenox. Continental, Columbia, Ningara, Greenwich, Republic, International, Empire City, Phomix, Jersey City, Western.

Western.

The stock was insured for \$45,000 in the Central Park. Hamilton, Montauk. North America. Corn Exchange. Firemen's Fund. Humboldt. Western, Merchants, Mechanics and Trader's, Williamsburgh City. St. Marks and Firemen's Motual Com-The second floor of the building was occupied by Messrs. Heare & Dailey, glass-cutters. Loss, \$25,000. Insured for

I trance. N. J., on Wednesday evening, Dec. S.

MARINE DISASTERS.

COLLISION NEAR SANDY HOOK - LOSS OF THE SHIP KATE DYER WITH THIRTEEN OF HER CREW-STRANDING OF THE STEAMER SCOTLAND-THE COLLISION THE RESULT OF CARELESSNESS.

On the evening of Saturday, Dec. 1, about 74 clock, the ship Kate Dyer, commanded by Capt. Leavitt of ortland, Me., bound to this port from Callao, Peru, with a oad of guane, was run into by the serew steamship Scotland denging to the National Steam Navigation Company's line,

belonging to the National Steam Navigation Company's line, which left this port on Saturday aftersoon, with a large number of passengers and a full cargo, bound for Liverpool. The Kate Dyer left Calino on the 7th of September, bound for this city. She had a very pleasant passage, nothing extraordinary happening until within 10 inless of Sandy Hook Light, when she was struck on the starboard how by the steamer Scotland, almost cutting her in two. Her bow was entirely carried away. Immediately after the collision the foreignst of the ship fell over the side, and her maintanst was carried away at the gaff, and went the same way. A beat was lowered, into which the captain, pilot, and five men descended, and immediately pushed from the vessel. In 8 few minutes afterward the ship went down how foremest, carrying with her the remainder of the crew, who were endeavoring to lower the other boats.

It was some time before it was discovered that the Scotland had sustained any injury. On accertaining the fact, Capt. Hall gave orders to have the boats lowered. Her bow was stove in, making a large hole in two of her water-tight compartments, from whence it was gradually forcing its way into the other portions of the steamer.

com whence it was gradually forcing its way into so of the steamer.

The Captain of the Scotland had already sent one of the boats of the rescue of the crew of the Kate Dyer. On their way, they not the boat containing the Captain and his party, who were irifing toward the Scotland. Although she was stove in on the side, and with great difficulty was kept affoot, he would not accept assistance but requested them to try and save the remainder of the crew.

They succeeded in reaching the ship before she went down, but the description of the crew.

y succeeded in reaching to saily terms at a get in the beat not appreach near enough for the men to get in the beat illing them to reach the boat as best they could. Only persons succeeded in reaching the boat, the remainder, if

caping to keep her affoat; and preparations were made to lower be beats in case of emergency.

The firemen at work in the hold were soon up to their waists at the water, and there was great fear that the fires would be atlanguished before she could reach the short. At 1½ celock a the moraing of the 2d, she struck about two miles from the each. When she stranded she was drawing 28 feet of water at her bow. As the beach is composed entirely of quick sand, he vessel is now fast settling. She will be a complete wreck; or how is completely carried away, the sand working all alrough her hold. At the time of the collision the Kate Dyer cas twelve miles from The Island, standing to the westward with the wind N. N. W. when the steamer was discovered at a dort distance to the starboard. The steamer, for some reason as yet unknown, clamped her course and struck her with tremendous force on the starboard bow. The Scotland now lies on the middle bur with the water almost to her decks. The passengers were released from their unpleasant position by the

steam tag. Wm. Fletcher, and were brought to the City Sanday evening.

The following is the description of the vessels:

The Scotland is a first-class screw steamer of 3,000 tans barden, and was built at Newcastle on Type some two years since. She ranks A No. I at Lloyds, is 800 horse power, and was principally employed in conveying emigrants and cargo between Liverpool and New York.

The Kate Dere was a failbrigged ship of 1,200 tans barden, and was built in 1825 at Cape Elizabeth. She was owned by J. W. Dyer & Co. of Portland, Me.

The following are the names of the crew that were lost: Paul Bodie, Frank Jones, Frederick Smith, Wm. Blackwell, Fred. Jenans, William Rollins, Wallace Cox, William Harris, Henry Jones, Robert Baker, Henry Johnson, John Quirk.

The following is the statement of Gustavus A. Phelps, Second Assistant Engineer of the United States steamer Wateree, of the Puttic Squadron: Left Callao on the 7th of September loaded with guano, with a crew of 26 men beside the capitaln and himself. We had a splendid passage. Took pilot aboard on Saturday afterneous at 4 o clock. We were sailing W. S. W. on the starboard lack, wind blowing from the N. W. Saw a steamer on the weather bow, she was running a mile to the northward and westward. We kept on our course. They there their helm hard aport, her port bow striking cur starboard board teatirely away. If the steamer had kept

steamer on the weather bow, she was running a mile to the northward and weatward. We kept on our course. They threw their heim hard asport, her port bow striking our starboard bow carrying it entirely away. If the steamer had kept on her course she would have cleared as. After the steamer struck us the foremast fell over the side, followed by the mainpast, which was carried away from the gaft. The crew attempted in award hoat on the starboard side, after some difficulty they succeeded, not although sharing a hole in the side cally two of the crew, the captain. Mr. Isolius and myself.

We how discovered the boat was making water fast from the hole in her side, and immediately connented stuffing our clother in the hole to keep her from sinking. We were only enabled to keep her aftent by unling out the water with our hals. While on our way to the steamer, about 15 Infinites after the collision, we noticed that the first boat was leing lowered. She shoved out from the steamer, about 15 Infinites after the collision, we noticed that the first boat was seing lowered. She shoved out from the steamer, about 15 Infinites after the collision, we noticed that the first boat was seing lowered. She shoved out from the steamer and called for them to say it is being half fall of water. We now implored the steamer to send another boat, but they would not love them. They were burning lights for our guidance. We finally reached a life bacy attached to a repe with which we were impleful to elimb up the ropes. When we were held inlong side the steamer under the davits. We now made fast to the davits but the Scothand's crew refused to hami us up. Our hout was entirely failed with water, and we were compelled to climb up the ropes. When we reached the deck most of as finished from exhaustion. After reviving we directed our attention to the Kate Dyer. The beat from the Scotland had reached her but they could. Our week moscowed in reaching the syreme of the steamer of the loat told the crew they mins reach it was the steamer of the lo

Scotland.

They had previously inquired if she was an English thip, and was informed that she was an American. Each the officers and crew of the Kate Dyer were ordered forward in the forceastle About 29 o'cleck the Scotland got under way and besided for Sandy Hook. The pumps were now masned as she was fast making water. The captain and the pilot of the Kate Dyer now had some difficulty as to who should estimated be reliable to the sand the state of the sand the pilot who brought her from the city. The captain are fused to give the vessel in charge of the pilot and commenced signaling for nother. There was now eight feet of water forward and two of her compariments stove in There being no pilot in the vicinity, and the vessel fast settling, the

Devlin & Co., was yesterday arrested by Deputy Marshal J. N. Higgins of Brooklyn. Levan who has been "looked for" for several days past, was held to ball in the sum of \$15,000 by United States Commissioner Newton. He is charged with having defrauded the Government by using false brands and otherwise evading the Internal Revenue laws.

Messrs John Bevlin and J. T. Tilton were rearrested yesterday morning, on a warrant similar to that on which Levan was "taken".

taken."

Several other parties were brought up before Commissioner ewton yesterday, and quite a number of new warrants were used, but names are withheld by the authorities for prudential

sons.

Sunday evening, two barrels of whisky, which had been from McCracken's distillery, were discovered by Deputy rehal Higgins, buried in a heap of manure. They were ted, and, it is stated, that the flavor of the inpur was much WINTER NIGHTS ENTERTAINMENTS .- Mr. Augustus

LOCAL POLITICS.

THE CANDIDATES. The Republican candidate for Councilman in the VIIIth

District is Stephen Roberts, and not Stephen H. Roberts, as the name was printed yesterday. When Mr. Roberts was elected to the Council for his present term the same obtrusive initial upon nearly thirteen hundred tickets came near costing him a defeat. Vote for plain Stephen John J. Kehoe is the Republican candidate for Councilman

in the VIth District, from the Tenth, Eleventh and Seventeenth Wards. A card has been published, containing the names of some Republicans, announcing the name of S. H. Schmidt as the regular nominee. Mr. Kehoe is the man who should receive the suffrage of the Republicans

The citizens of the Fifteenth Ward, without respect to party, should sustain James D. Oliver, the regular Reublican candidate, for the office of School Trustee. He has been in the Board for 22 years, has given entire satisfaction, and proved himself in every respect a faithful and incorruptible public servant.

The citizens of the Twenty-second Ward have the opportunity presented of securing as their representative in the Board of Aldermen a man who, as a public officer, has given repeated proofs of his integrity, efficiency, and Years ago, when the affairs of this city were so well managed that other cities were glad to copy its methods of doing public business, Nathan C. Ely was elected three times to the Board of Aldermen from the Seventeenth Ward-was Chairman of the Board of Supervisors in 1855-was 10 years a school officer, and for the last 13 years has been President of the Peter Cooper Fire Insurance Company. Two years since, he was nominated by the Citizens' Association of the Twenty-second Ward for Alderman, and received a handsome vote. The choice lies between Mr. Ely, the only Republican-Union nominee, James E. Coulter (Mozart-Democrat), and John S. Masterson (Tammany-Demo cratic), brother of Peter Masterson, present Alderman; and it is believed that good citizens will unite in a resolute effort to secure Mr. Ely's election. That is all that is necessary to effect this end.

We take pleasure in calling the attention of the electors in the Vth District, comprising the Eighth, Ninth, Fifteenth, and Sixteeenth Wards, to the fact that John M. teenth, and Sixteeenth Wards, to the fact that John M.
Robertson, esq., of the Fifteenth Ward, has been
nominated for the office of Councilman. Beside
being an original and steadfast Republican, Mr.
Robertson possesses qualifications for the office
which ought to ensure his election. His industry and
ability are universally conceded by the legal profession, of
which he is a distinguished member; and superadded to
these qualities Mr. Robertson is known to the community
as an intrepid opponent of official corruption. Let the
tax-payers see to it that he is elected.

THE NEW-YORK AND WESTCHESTER COUN TY RAILROAD COMPANY.

The New-York and Westchester County Railroad Company was organized under the provisions of the General Railroad Act of 1850 By this act provision is made for the incorporation of any number of persons, not less than 25, as a company for the purpose of constructing, maintaining, and operating a milroad, etc.

The Company claim that their organization was effected in 1859, and that proper records of this are filed in the office of the Secretary of State. The following from Section 34, subdivision 5, is claimed as giving authority to the Common Council in the matter of the above Nothing in this act contained shall be construed to authorize the

returns in the act contained shall be construed to authorize the exection of any bridge or any other obstruction cross, in, or over any viream or sake navigated by steam or sall-boats, at the place where any bridge or other obstructions may be proposed to be placed; not to authorize the construction of any railroad not already located in, upon, or actors any treets in any city, without the ament of the corporation of such oily. It is stated that the Company applied to the Logislature for a char

il centroned, do resolve as follows:
ulission is hereby granted to the New York and Westchester
y Helizond Company, and they are hereby authorized to key,
root, and maintain a doubte or single track of rails from Harlesn County Research, and maintain a double or single track of rails from Harren River, as follows:

commencing at Kingstridge@ themee by a double track of rails through Kingsbridge and Floomingdale roads and Broadway to Fifty-Seventies,; thesee through Fifty-Seventies,; thesee through Fifty-Seventies, or Leaington-ave, it theree through Levington ave, and around Graneroy Fark to hving Flace; thesee through From Fronties, these through Fourtheave, thesee through Fourtheave, thengh Bowery to New Bowery; thence through Pourtheave, to Bowery; theree through New Howery to Pearlest; thence through Pearlest to Withtehallest, and through Whitehallest, be fourtheave, the Sewery; through Vertex to Withtehallest, and through Whitehallest, to fourtheave, the Whitehallest, the fourtheave, the Whitehallest of the fourtheave, and the policy of the fourtheave, the Whitehallest of the fourtheave, and the policy and coinfort of passengers, and to run the same as often as the politic and coinfort of passengers, and to run the same as often as the politic and control one require, provided that no other than horse-power control of the control of the

The Legislature passed Jinuary 26, 1960, the following act regu-

of the Sessions Laws of that year:

SECTION 1. It shall not be lawful becafter to lay, construct or operate any railroad in, opon, or along any or either of the streets or arcourse of the City of New York, wherever such railroad may commence or ond, except onder sutherity, and subject to the regulations and restrictions which the Legislature may hereafter grant and provide. This section shall not be desired to effort the operation of far or said of any railroad new constructed and daily authorized. Nor shall it be held to impair in any meaner say valid grant for or relating to any railroad in said city existing on the last day of Jamusry, 1800. All acts and parts of acts inconsistent with this so are brevely reposited.

grant from the Legislature. The company claim that their organiza-tion was effected to 1859; but even admitting this as true, is their true, laid a few rails in Hanovers-quare in 1865, but an injunction

speedily brought their work to a close.

It will be remembered this company began the Taying of ralls in Broome and Pearlets, on Wednesday night and Thursday morning of Instruces, and that the work was supposed by the police. On Friday Mr. Sincean Leland, one of the directors of the company, had an interview with Superintendent Kennedy. Mr. Leland stated that the company had chosen the time mentioned for their work, for the greater convenience of the public. He wished to know if the company would be interferred with by the police should they lay the company would be interiorred with by the postes and they by the track in the day. Mr. Kennedy assured him of non-interference by the poince, but advised that the work be not resumed till Monday. On Saturday Mr. Kennedy notified the property owners on the line of the proposed route that the company would begin work on Monday. and that if they wished the work stopped they must take action them-selves. The property owners interested held a meeting yesterday at No. 120 Pearl-st.

Mr. Rosswell yesterday morning, by his counsel, Joseph F. Duly, on his own behalf, and on behalf of all other tersons in interest, who might come in and join in the expenses of the presentation, spring for injunction restraining the New-York and Westchester County in in this City, at Cooper Institute Dec. 6 and 7; Thurst day evening at 7½ o'clock; Friday, 10 o'clock a. m., and evening at 7½ o'clock;

On the papers, Hon. Geo. G. Barnard granted a preliminary injunc-tion, as prayed for, returnable on the third Monday of Beember, 1866, at 12 o'clock m., at the Special Term of the Supreme Court. This Injunction was served about 3 o'clock yesterday aftermoon, on Mr. Kabheisch, the Fresident of the Company, and on the forement in thatge of the work of tearing up the payennent and laying the tracks on Pearls. The work was instantly stopped, and the laborers packed up sheir tools and went away.

ARREST OF A SCHOOL TEACHER FOR BRUTAL PUN

SIMEST OF A CHILD.-Some two weeks since, a school teache at Irvington, a suburb of Newark, named Colt, unmercifully at Irvington, a subtro of Newark, named Coll. unhercitany whipped a lad but nine years of age, son of a gentleman named Voorhees. The lad was taken with ferer a short time after, became delirious, and constantly, in his hours of aberration, supplicated the teacher not to "whip him any more." The child deed last week, and carried the marks of his teacher's savage flagellation to the grave. On Saturday last, the father made complaint against the teacher before a Justice of the Peace, and he was arrested yesterday and held to buil for an examination on Monday police. Waters will give his third drawing room entertainment in

CITY NEWS

pork both declining. A bare half cent advance was obtained on medium cattle at the opening, Monday morning, but that was nearly lost before the close, and the yards at One-hundredth-st, were barely cleared at night, the sundown butchers getting rome good bargaina. Sheep are depressed, selling very slowly at a decline of †#\$\pi_0 \mathbb{P}\$ B. Hogs suffer most, even if the weather is all that can be desired. With a gain of 4,000 head, prices have declined 2c. \$\mathbb{P}\$ B. during the week, 7c, being the price for good lots to-day. Speculators find dealing in them a which becomes

NEW APPRAISER.-The President has appointed Jame Phillips General Appraiser, in place of John T. Noge boom, at the Port of New-York. It is said that Mr. Phillips received the appointment in view of his long services and expe-rience in the Appraiser's Department and without reference to politics.

THE EIGHTH WARD HOMICIDE.-An inquest was old yesterday on the body of Alexander Cubrass, who met his death, on the 24th of last month, from a stab from the hands of Thomas, alias "Bandy" Slavin. The knife passed through the lobe of the left lung, producing hemorrhage, which caused death. The verdict of the jury was in accordance with the facts. Slavin is still at large.

PERSONAL.-Commodore Hoff, U. S. Navy, is at

he Metropolitan Hetel. The Hon. Hugh White, Cohoes, N. Y.

the Hon. D. L. Seymour, Troy, the Hon. J. Butterfield, Utica, and Bayard Taylor, Pennsylvania, are at the Astor House. Gen. Wm. B. Franklin, Hartford, is at the Brevoort House. The Hon. Theo. M. Pemeroy, Auburn, W. F. Leach, esq., Philadelphia, and the Hon. W. H. Spooner, Philadelphia, are at the St. Nicholas Hotel. T. W. Sweeny, Philadelphia, is at the Fifthave, Hotel. HISTORICAL SOCIETY .- Mr. John Romeyn Brodead will read a paper at the meeting this evening on "The

Administration of Sir Edmund Andros in his Government of New-England, in 1688 and 1689." This is one of the most in-teresting chapters in the history of the country, and Mr. Brodhead's reputation as a historian is a guarantee for a valu-LECTURE BY HENRY VINCENT.-Henry Vincent. Tuesday evening, in aid of the Steuben Mission Building esq., the English orator, will lecture at Plymouth Church, on

SUICIDE BY POISON.-An inquest was held yesterday at the residence of Louis Kahlman, at No. 262 East Houston-st., by Coroner Gover, on the body of Mrs. Augusta Rady, who committed solcide by taking oxalic acid on Sanday. She once before prepared poison with which to take her own life and the lives of her collidren, but in this attempt she was frustrated by her hasband. Her husband and children, three in number, have since died.

The only place in New-York where you can purchase a Har that will suit your head at a price that will sailt you ourse is at KNOE's famous emporium, No. 212 Broadway. Other sets may be too large or too small, unbecoming or unconfortable, but KNOR's HATS are always just right, and they are so cheap that you edged leader.

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130 Supraspans, combining health, comfort and convenience. Price 50 cents; Children's, 30 cents. Mailed free. No. 473 Broadway, New-York. Mr. De Cordova, the lecturer, says, "LEVETT'S SWINTENIA has a delightful effect on the tests and guma, and purifies the breath." For sale by all druggists and fancy dealers.

BOOKS DELIVERED AT YOUR RESIDENCE MERCASTILE

CLISTON HALL, ASTON-FLACE.

THE STATE OF TRADE. Sy. Louis, Dec. 2.—Tobacco is unchanged and dull. Flour is steady: common. \$1.50\(\pi\)93 25; Extra, \$13.25\(\pi\)\$413 75. Wheat from: pring, \$70\(\pi\)92 12; Fall, \$2.50\(\pi\)92 26 35. Com heavy and declining; town mixed flow. Oid white, 9tc. Outs advancing, 65\(\pi\)876. Rye. \$145. Barley—Fall, \$1.65; Spring, \$1.95. Pork, \$21. Hogs, \$\frac{1}{2}\)\$6 c. research.

\$1.65. Barley—Fall, \$1.65; Spring, \$130. Pork, \$21. Hosp, \$426
Locisvitle, Dec. 2.—Raw Whisky, 31233c, free. Cotton, 32c, for midding, Moiasses, 702 Tec. Sugar 13/201c. New Lard, 174cGreen Shoulders, 6c. Meas Pork, 70c. Hogs for packing, 6025c, gress. Outs in bulk, \$1262c, Old Corn in bulk, \$26, New Lard, 174cGreen Shoulders, 6c. Meas Pork, 70c. Hogs for packing, 6025c, conversione Fleur, \$9.2028/16. Wheat—Frime Red. \$2.75. Sales of 41 index of flow grades of Tobacco at anchanged rates.
Carmago, Dec. 2.—Floir steady and unchanged, but dail; sales of 600 bibls, at \$11.25 for No. 1 Spring; \$13.25 for Red Winter; \$14.25 for White; \$15.26 for Double Extra. Wheat quiet and no sales.
Corn quiet; sales confined to small lots. Barley Inactive. Rye and Peas contained. Camai Freighte Irregular, to New York Wheat and Peas, 10207bc.; Corn. 18206c. Barley, 18205c.; Rye, 16201cb. Barley Inports—190 bbls, Flour, 50,000 bash. Wheat, 42,000 bash. Barley, II. 300 bush. Rye, 37,400 bush. Peas, 7,700 bush. Buckwheat. Canal Layarts—675 bibls, Flour, 22,400 bush. Wheat, 2000 bush. Corn, 34,000 bush. Barley, 7,300 bush. Rye, 20,000 bush. Peas.

PHILADELPHIA CATTLE MARKET. IT TELEGRAPH TO THE TRIBUNE. PHILADELPHIA, Dec. 3.-The cattle market is very

dull this week. Beef entile sold from 10c, to 16c. Sheep un-changed; 10,000 head sold at 5 #64c. Hogs steady; 38,000 sold at \$9 to \$10 per 100. LATEST SHIP NEWS.

ARRIVED.

Steamship Ellen S. Terry, Rurse, Newbern, N. C., 66 hours, with nikes and pear, to C. Ghadapeed. Steamship Manhatan (Rr.), Princ, Liverpool Nov. 20, via Queens-own 21st, with mides, and 447 pass, to William's Guion. Dec. 2, int. 17, long, 67 12, passed atcannship City of Washington, bence for Liverpool.
Ship Juventa (of Liverpool), Bearse, Calcutta July 26, with indice. to Ship Perovian, Powers, Alfata (Mez.), July 11, with logwood to W. F. Weld & Co.

Wold & Co. Bark Annie (of St. Johns, N. F.), Leland, Leghorn 70 days, with arbie and rags to H. D. & J. U. Brookman. Passed Gibraltar Oct. 30 iss bad heavy weather since. Bark Erwin (of Nassan), Goodwin, Havana 12 days, with sugar to master.
Bark Twillight (Br.), McLaughlin, Liverpool 42 days, with miss. to G. Knox. ork Ida S. (Aust.), Novak, Trieste 58 days, with mose, to Dotili Benishoun & Co. Brig J. Polindo (of Nassen), Plummer, Matavasa II days, with mo-lasses to Miller & Houghton. Salled in company with brig Marthu & Berry, for New-Tork. Brig Delmont, Carke, New-Haven.

SPOREN.
Ship Ulysses (Rr.), bound to Bearbay, Oct. 14, in the Atlantic at 31 S, long 23 30 W our, from St. Jago for Baltimore, Nov. 17, in lat. 2

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B. CAMPBELLI,
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for the week, holders thought to advance the prices 1c. P m. They did not count the tuns of cheap poultry, with mutten and pock both declining. A bare half with the state of the prices 1c. P m. IN THE PRICE OF

CLOTHING. stock of MEN'S AND BOYS CLOTHING REGARDLESS OF

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Have taken 35 First Premiums as the Principal Fairs held in the country within the last ten years, and also were awarded a First Frim Medial at the Great International Exhibition in London, 1862, in competition with 269 Piames from all parts of the World.

That the Great supericity of these instruments is now universally conceded in provem by the FACT that Messrs. Stelmways "scales, improvements, and peculiarities of construction" have been copied by the great majority of the manufacturers of both hemispheres (as incomparison to the CLORELT AS COLLD HE DONE WINDOWS THE STRAINMENT OF PAYENT-BIUMTS), and that their instruments are used by the most connecting planists of Europe and America, who prefer them for their own public and private use whenever accessable.

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The great volume and exquisite quality of tone, as well as cheticity and promptness of action, of these new Upright Planos, have elicited be unqualified admiration of the musical profession and all who have

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**Perrammental Sept. 29, 1865.*

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S. A. Chappel, Y. Ven Arpoid, Louis Plaidy, and many others GRAND, SQUARE AND UPRIGHT PIANOS, WITH FULL AGRAFFE BRIDGE, THREE UNISONS AND ALL

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